

NO	DATE	REVISION	BY
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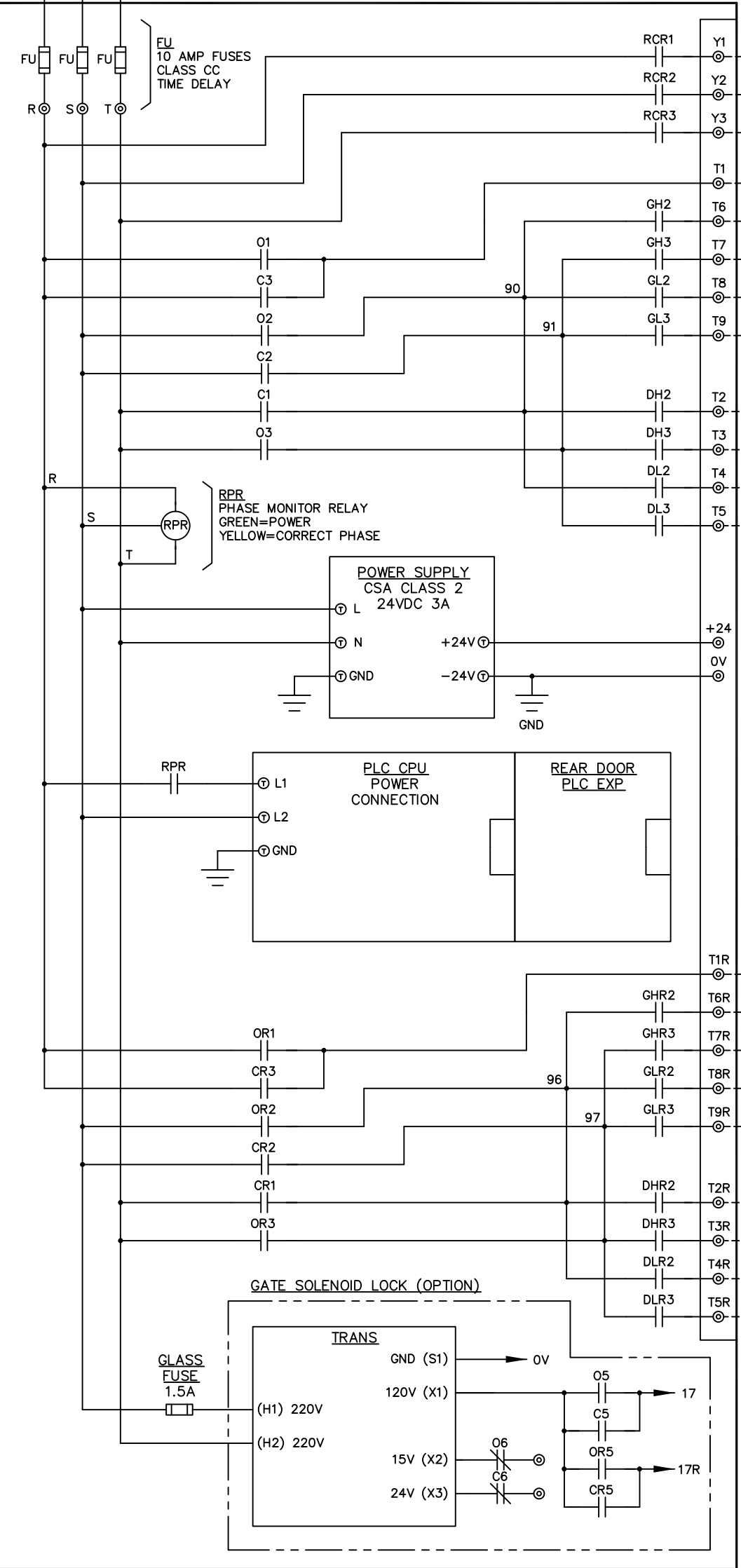
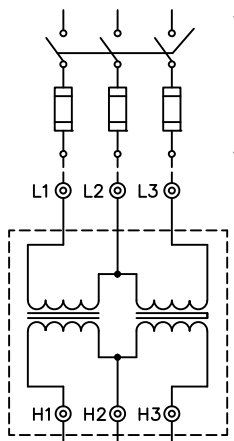
ELEVATOR POWER
10A FUSED DISCONNECT
BY GENERAL CONTRACTOR

DISCONNECT MEANS
A MEANS TO DISCONNECT THE DOOR CONTROLLER IS GENERALLY REQUIRED AS PART OF THE LOCAL ELECTRICAL CODE. A DISCONNECT SWITCH WITH (3)10AMP FUSES SHOULD BE PROVIDED BY THE GENERAL CONTRACTOR.

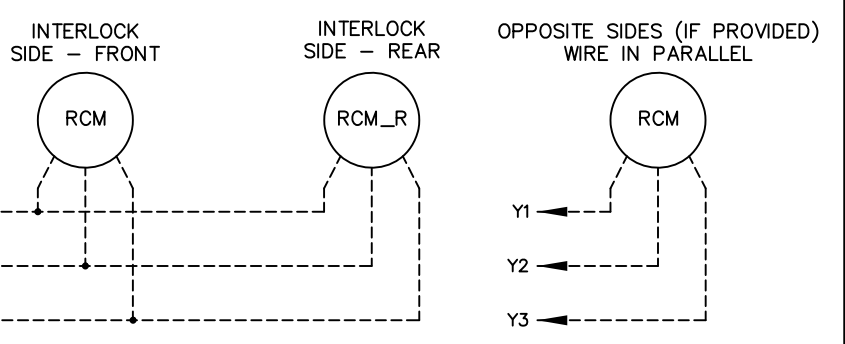
NOTE:
WHERE PROVIDED, AUTOMATIC DISCONNECT BY SPRINKLER ACTIVATION SHOULD ALSO DISCONNECT THE DOOR CONTROLLER.

MOTOR PROTECTION
MOTOR OVERLOAD PROTECTION IS NOT REQUIRED WHEN THE CONTROLLER IS USED AS PART OF THE OVERALL PELLEE DOOR SYSTEM, UTILIZING PELLEE CSA CERTIFIED DOOR, GATE AND RETIRING CAM MOTORS.

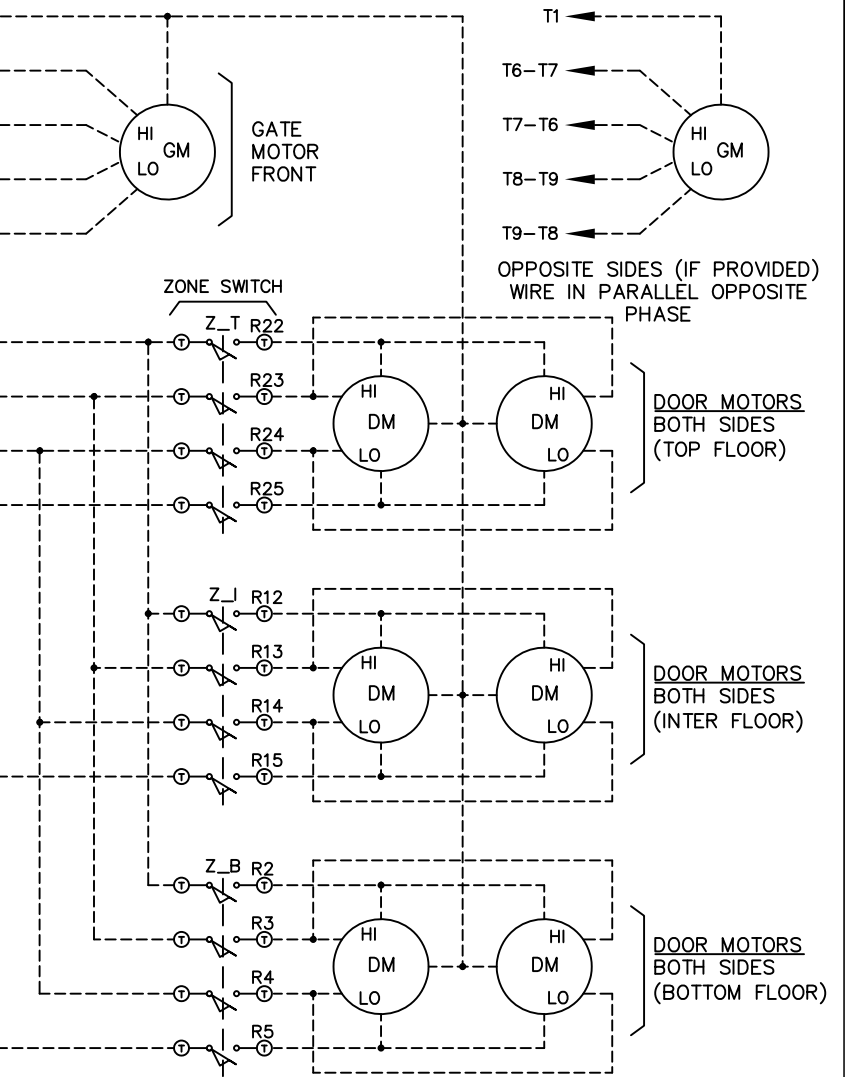
POWER TRANSFORMER
WHERE PROVIDED
600V/3 ϕ /60Hz OR
480V/3 ϕ /60Hz OR
400V/3 ϕ /50Hz
SECONDARY
240V/3 ϕ /60Hz OR
230V/3 ϕ /50Hz
3.0KVA



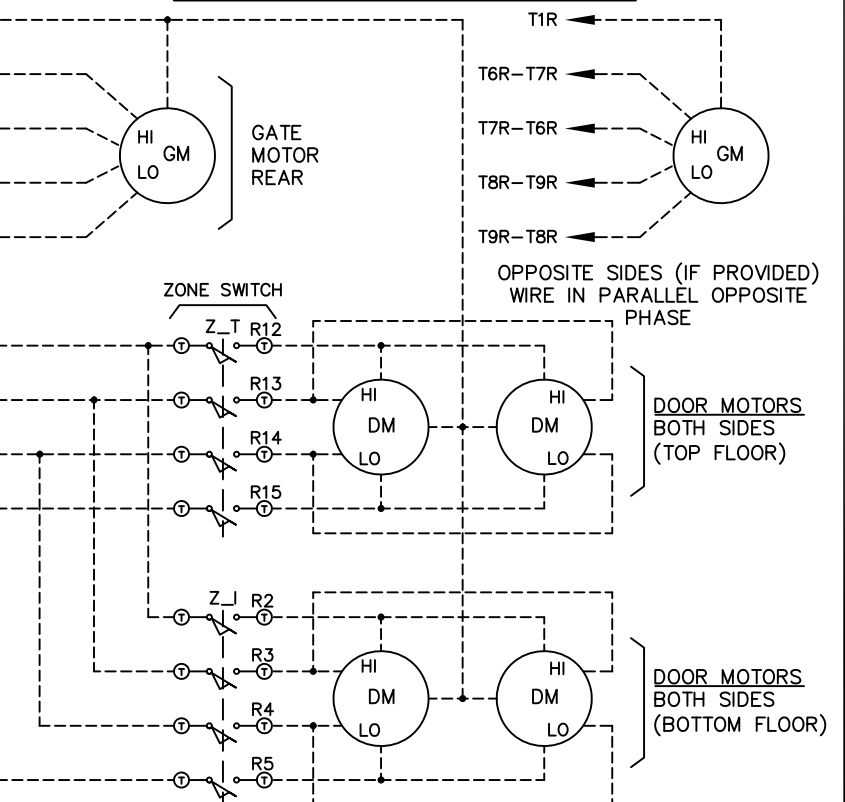
RETIRING CAM MOTOR(S) - FRONT AND REAR



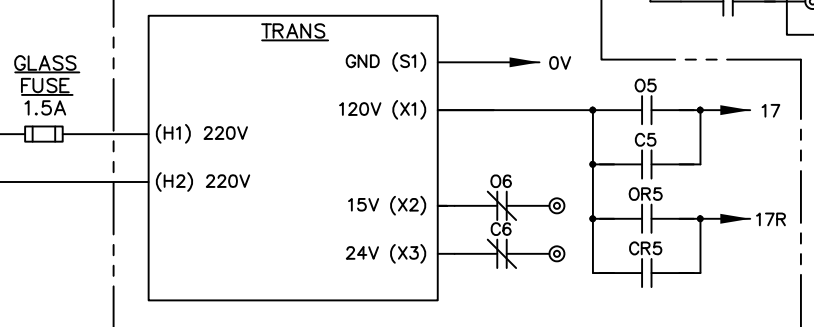
HOISTWAY AND CAR DOOR MOTOR WIRING - FRONT



HOISTWAY AND CAR DOOR MOTOR WIRING - REAR



GATE SOLENOID LOCK (OPTION)



PELEE CONTROLLER MANUFACTURED FOR NEMA 1 RATED MACHINE ROOM.

ROUTING	
QTY	DEPARTMENT
	MANUFACTURED PARTS
	SPECIAL PARTS
	DOORS / GATES / CABS
	RAILS
1	ELECTRICAL
	STOCKROOM
	FINAL ASSEMBLY
	SHIPPING
1	SHOP FIELD FOLDER
1	CUSTOMER F&D

ITEM	QTY	PRT/MAT	DESCRIPTION	LG/SHEAR
<small>Freight Elevator Doors Since 1905</small> The Peelle Company <small>We still service equipment we built 50 years ago</small>				
TITLE			REV	SCALE
DOOR CONTROLLER			-	N/A
274201D PLC 2-SPEED DOUBLE LINE - STD AND SLA				1 OF 5
DATE			DRAWING	
DRAWN BY			SD	

- NOTES:**
- EXTERNAL WIRE -----
 - _____ INTERNAL WIRE _____
 - 1. ALL LIMIT SWITCHES AND CONTACTS SHOWN WITH NO ACTION APPLIED
 - 2. ⊙ TERMINAL CONNECTION ON DOOR CONTROLLER
 - 3. ⊙ COMPONENT TERMINAL CONNECTIONS
 - 4. ⊗ I/O TERMINAL CONNECTION ON PLC
 - 5. CAR AND HALL PUSH BUTTONS BY OTHERS

SLA OR STD OPERATION – DESCRIPTION

SEE ELEVATOR CONTROLLER DRAWINGS AND FOLLOW THE CORRECT PANEL TO PANEL CONNECTIONS FOR EITHER SLA OR STD OPERATION CONTROL INTERFACE. SET OR REMOVE JUMPER +24-SLA AS REQUIRED.

NOTE: CONTROLLER CAN NOT OPERATE IN BOTH SLA AND STD MODES.

SLA OPERATION

SLA OPERATION IS LIKE A PASSENGER DOOR CONTROLLER WITH RETIRING CAM. DOOR OPEN AND CLOSE BUTTONS ARE NOT WIRED TO THE PELLE CONTROLLER. LIGHT CURTAIN REVERSAL, FIRE SERVICE OPERATION, AND AUTOMATIC CLOSING ARE ALL HANDLED BY THE ELEVATOR CONTROLLER. DOOR LIMITS AND SEQUENCE OPENING AND CLOSING IS DONE BY THE DOOR CONTROLLER USING THE SLA OPERATION CONTROL INTERFACE INITIATIONS.

STD OPERATION

STD OPERATION IS THE TRADITIONAL STAND-ALONE FREIGHT DOOR CONTROL SUPPLIED BY PELLE. ALL DOOR DEVICES ARE WIRED DIRECTLY TO THE DOOR CONTROLLER. DOOR OPEN AND CLOSE BUTTONS, LIGHT CURTAIN REVERSAL, FIRE SERVICE OPERATION, AUTOMATIC CLOSING, AND DOOR LIMITS FOR SEQUENCE OPEN AND CLOSE ARE ALL HANDLED BY THE DOOR CONTROLLER USING THE STD OPERATION CONTROL INTERFACE INITIATIONS.

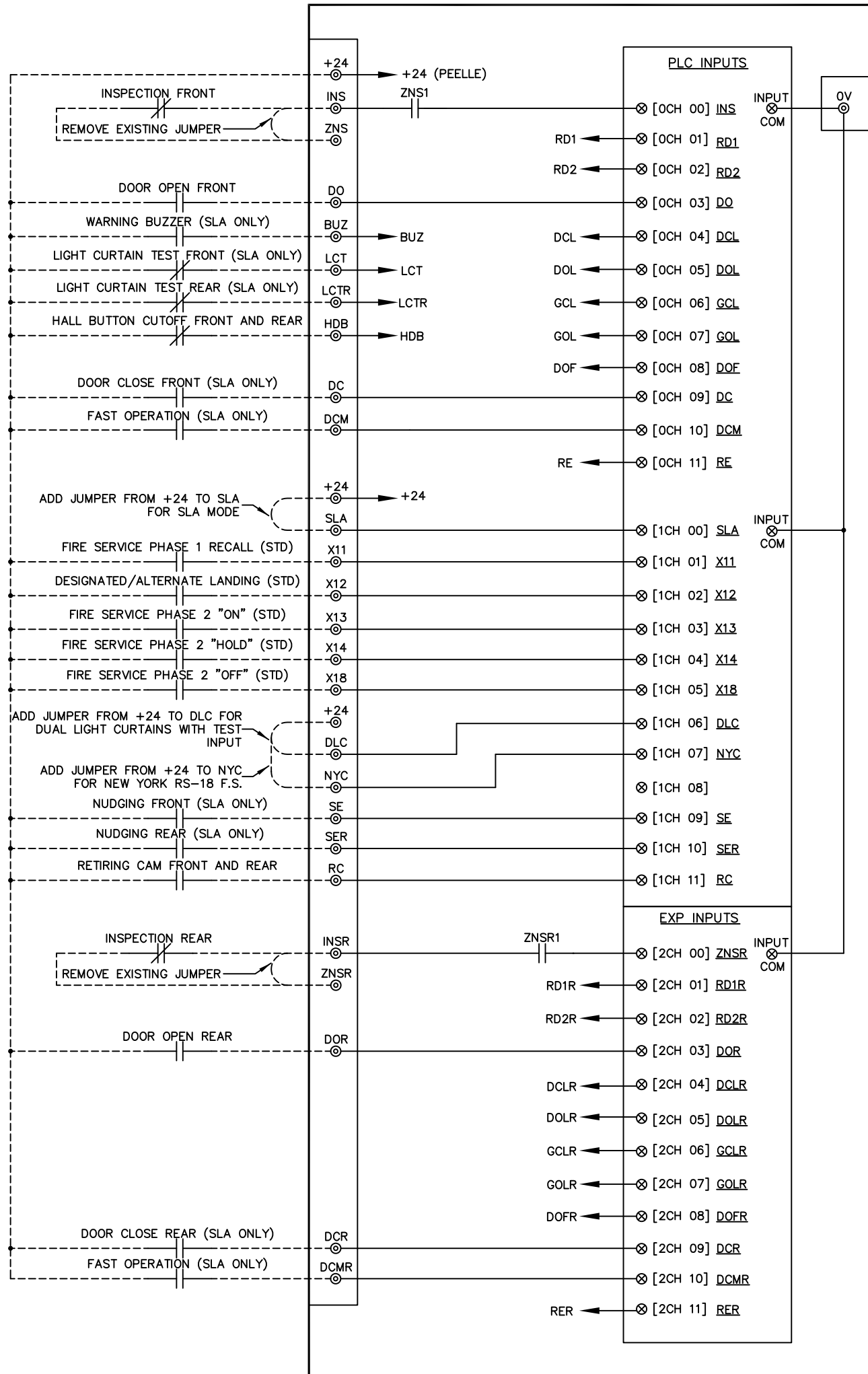
[SQUARE BRACKETS] = PLC OR RELAY INDICATOR
HI = LIGHT ON, LO = LIGHT OFF

SLA OPERATION – CONTROL INTERFACE

- +24-SLA [1CH 00] – (ADD JUMPER)
SLA OPERATION SETTING
HI = SLA MODE
- +24-DO [0CH 03], +24-DOR [2CH 03]
DOOR OPEN INITIATION
HI (CONSTANT) = DOOR OPEN
- +24-DC [0CH 09], +24-DCR [2CH 09]
DOOR CLOSE INITIATION
HI (CONSTANT) = DOOR CLOSE
- +24-DCM [0CH 10], +24-DCMR [2CH 10],
SIMULTANEOUS OPERATION DOOR AND GATE
OPERATION
HI (CONSTANT) = SIMULTANEOUS
- +24-SE [1CH 09], +24-SER [1CH 10]
GATE CLOSE SLOW SPEED (NUDGING)
HI = SLOW SPEED, LO = NORMAL SPEED
- +24-RC [1CH 11]
RETIRING CAM INITIATION – FRONT AND REAR
HI = LIFT CAM, LO = WHENEVER CAR IS STOPPED
- +24-BUZ [NO INDICATOR]
DOOR CLOSE WARNING BUZZER – FRONT AND REAR
HI = BUZZER ON
- +24-LCT [NO INDICATOR], +24-LCTR
LIGHT CURTAIN TEST
HI = NORMAL, LO (MOMENTARY) = INITIATE TEST
(ELEVATOR CONTROL TO REGISTER CHANGE OF
STATE OF RD1 AND RD2 TO COMPLETE TEST)

STD OPERATION – CONTROL INTERFACE

- +24-SLA [1CH 00] – (REMOVE JUMPER)
STD OPERATION SETTING
NO JUMPER +24 TO SLA
LO = STD MODE
- +24-DLC [1CH 06] – (ADD JUMPER WHERE
REQUIRED)
DUAL LIGHT CURTAINS WITH TEST INPUT FOR
ASME A17.1-2008 TO 2010 CODE REQUIREMENTS
SET JUMPER +24 TO DLC
REMOVE JUMPER +24 TO RD2 AND +24 TO RD2R
INPUT HI – INDICATOR ON
- +24-NYC [1CH 07] – (ADD JUMPER WHERE
REQUIRED)
NEW YORK CITY RS-18 FIRE SERVICE
REQUIREMENTS
SET JUMPER +24 TO NYC
INPUT HI – INDICATOR ON
- ZNS-INS [0CH 00], ZNSR-INSR [2CH 00] –
(REMOVE PURPLE JUMPERS)
INSPECTION CIRCUIT CUT-OFF
HI = DOOR OPERATION, LO = DOORS STOP
- +24-DO [0CH 03], +24-DOR [2CH 03]
DOOR OPEN, AUTO-OPEN INITIATION
HI (MOMENTARY) = DOOR OPEN
- +24-DCM [0CH 10], +24-DCMR [2CH 10]
HI (MOMENTARY) = DOOR CLOSE (EXCEPT FIRE
SERVICE, CONSTANT PRESSURE REQUIRED)
- +24-X11 [1CH 01]
PHASE 1 EMERGENCY RECALL OPERATION
HI = PHASE 1 IS "ON", LO = STD OPERATION
- +24-X12 [1CH 02]
HOLD OPEN INITIATION FOR AUTO-CLOSE AND
PHASE 1 DESIGNATED/ALTERNATE LANDING
HI = HOLD OPEN
- +24-X13 [1CH 03]
PHASE 2 EMERGENCY IN-CAR OPERATON "ON"
HI = PHASE 2 "ON"
- +24-X14 [1CH 04]
PHASE 2 EMERGENCY IN-CAR OPERATION "HOLD"
HI = PHASE 2 "HOLD"
- +24-X18 [1CH 05]
PHASE 2 EMERGENCY IN-CAR OPERATION "OFF"
HI = PHASE 2 "OFF", LO = (AFTER RESET)
- +24-RC [1CH 11] FRONT AND REAR
RETIRING CAM INITIATION
HI = LIFT CAM, LO = WHENEVER CAR IS STOPPED
- +24-HDB – (REMOVE PURPLE JUMPER WHEN
USED)
HALL BUTTON CUT-OFF INITIATION – FRONT AND
REAR




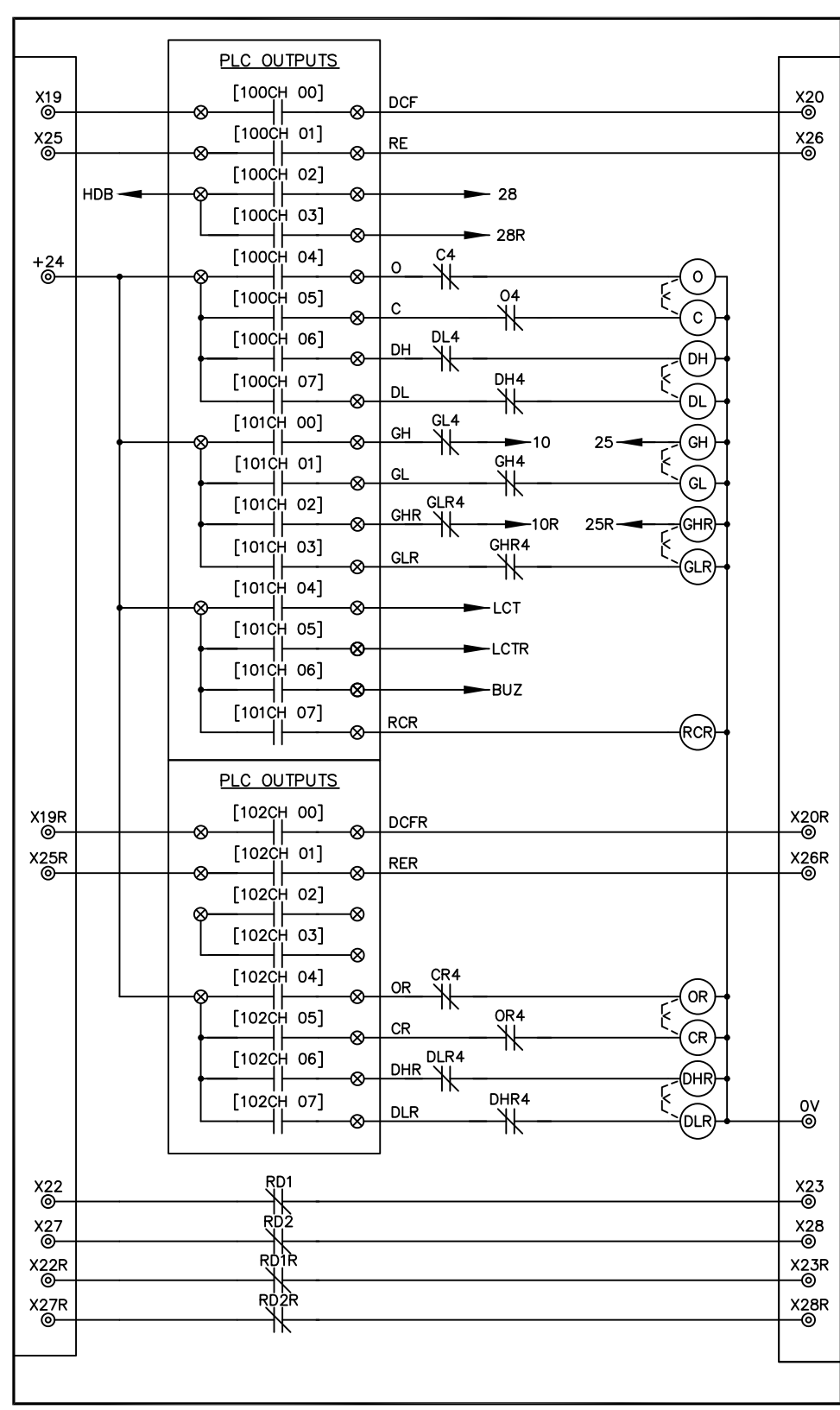
NOTES:

- EXTERNAL WIRE -----
- _____ INTERNAL WIRE _____
- 1. ALL LIMIT SWITCHES AND CONTACTS SHOWN WITH NO ACTION APPLIED
- 2. ⊙ TERMINAL CONNECTION ON DOOR CONTROLLER
- 3. ⊙ COMPONENT TERMINAL CONNECTIONS
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- 5. CAR AND HALL PUSH BUTTONS BY OTHERS

ROUTING	
QTY	DEPARTMENT
	MANUFACTURED PARTS
	SPECIAL PARTS
	DOORS / GATES / CABS
	RAILS
1	ELECTRICAL
	STOCKROOM
	FINAL ASSEMBLY
	SHIPPING
1	SHOP FIELD FOLDER
1	CUSTOMER F&D

PELLE CONTROLLER MANUFACTURED FOR NEMA 1 RATED MACHINE ROOM.

ITEM	QTY	PRT/MAT	DESCRIPTION	LG/SHEAR
<small>Freight Elevator Doors Since 1905</small>  The Pelle Company <small>We still service equipment we built 50 years ago</small>				
TITLE			REV	SCALE
DOOR CONTROLLER			-	N/A
274201D PLC 2-SPEED DOUBLE LINE – STD AND SLA				2 OF 5
DATE			DRAWING	
DRAWN BY			SD	



PLC OUTPUTS - INTERFACE OUTPUTS

DCF [100CH 00], DCFR [102CH 00]
DOOR CLOSE FINAL SIGNAL
HI = DOOR CLOSED
X19-X20 CLOSES WHEN DOORS ARE CLOSED

RE [100CH 01], RER [102CH 01]
HI = REVERSING EDGE PRESSED
X25-X26 CLOSES WHEN EDGE IS PRESSED

28 [100CH 02], 28R [100CH 03]
HI = HALL DOOR BUTTONS ACTIVE
LO = HALL BUTTONS DISABLED IN PHASE 2

O [100CH 04], OR [102CH 04]
HI = OPEN DIRECTION CONTACTOR

C [100CH 05], CR [102CH 05]
HI = CLOSE DIRECTION CONTACTOR

DH [100CH 06], DHR [102CH 06]
HI = DOOR HIGH SPEED CONTACTOR

DL [100CH 07], DLR [102CH 07]
HI = DOOR LOW SPEED CONTACTOR

GH [101CH 00], GHR [101CH 02]
HI = GATE HIGH SPEED CONTACTOR

GL [101CH 01], GLR [101CH 03]
HI = GATE LOW SPEED CONTACTOR

LCT [101CH 04], LCTR [101CH 05]
HI = LIGHT CURTAIN ACTIVE
HI-LO-HI = TEST SEQUENCE STARTED

BUZ [101CH 06]
CLOSE WARNING BUZZER
HI = 5 SECONDS BEFORE AUTO-CLOSE AND DURING ALL CLOSING OPERATION

RCR [101CH 07]
HI = RETIRING CAM CONTACTOR

RD1 [RELAY], RD1R [RELAY],
LIGHT CURTAIN #1
X22-X23 CONTACT CLOSING WHEN BEAMS ARE BLOCKED - RELAY ON WHEN BEAMS ARE CLEAR

RD2 [RELAY], RD2R [RELAY],
LIGHT CURTAIN #2
X27-X28 CONTACT CLOSING WHEN BEAMS ARE BLOCKED - RELAY ON WHEN BEAMS ARE CLEAR

HOISTWAY DOOR AND GATE CONTROL DEVICE INPUTS

+24-15 [ZNS RELAY], +24-15R [ZNSR RELAY]
AT LANDING ZONE INPUT
HI = DOOR OPERATION, LO = DOORS STOP

+24-35-ZNS [0CH 00], +24-35R-ZNSR [2CH 00]
CHECK FOR INPUT BEFORE INITIAL DOOR OPERATION !!!
UNLOCKING DEVICE SWITCH AND DOOR STOP
HI = DOOR OPERATION, LO = DOORS STOP

+24-RD1 [0CH 01], +24-RD1R [2CH 01]
LIGHT CURTAIN #1 LOCATED OUTSIDE CAR GATE
HI = HI-NOT OBSTRUCTED, LO = OBSTRUCTION

+24-RD2 [0CH 02], +24-RD2R [2CH 02]
REMOVE JUMPER IF DUAL LIGHT CURTAIN IS USED
LIGHT CURTAIN #2 LOCATED INSIDE CAR GATE
HI = HI-NOT OBSTRUCTED, LO = OBSTRUCTION

+24-DCL [0CH 04], +24-DCLR [2CH 04]
DOOR CLOSE SLOW DOWN
HI = HI-SPEED, LO = SLOW DOWN

+24-DOL [0CH 05], +24-DOLR [2CH 05]
DOOR OPEN SLOW DOWN
HI = HI-SPEED, LO = SLOW DOWN

+24-GCL [0CH 06], +24-GCLR [2CH 06]
GATE CLOSE SLOW DOWN
HI = HI-SPEED, LO = SLOW DOWN

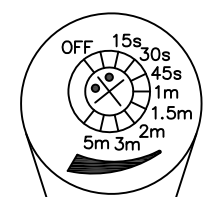
+24-GOL [0CH 07], +24-GOLR [2CH 07]
GATE OPEN SLOW DOWN
HI = HI-SPEED, LO = SLOW DOWN

+24-DOF [0CH 08], +24-DOFR [2CH 08]
DOOR OPEN FINAL (AUTOMATIC STAY OPEN)
HI = FULL OPEN, LO = RE-OPEN IF DRIFT CLOSE

+24-RE [0CH 11], +24-RER [2CH 11]
REVERSING EDGE (STD OPERATION ONLY)
HI = HI-OBSTRUCTED, LO = NO OBSTRUCTION

USER SETTINGS

!!!BE VERY CAREFUL WHEN ADJUSTING THE POTS!!!
NOTE: USE A SMALL SCREW DRIVER AND TAKE CARE NOT TO DAMAGE POTENTIOMETERS.



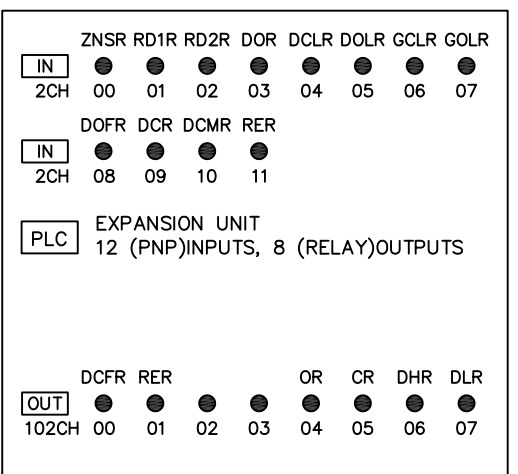
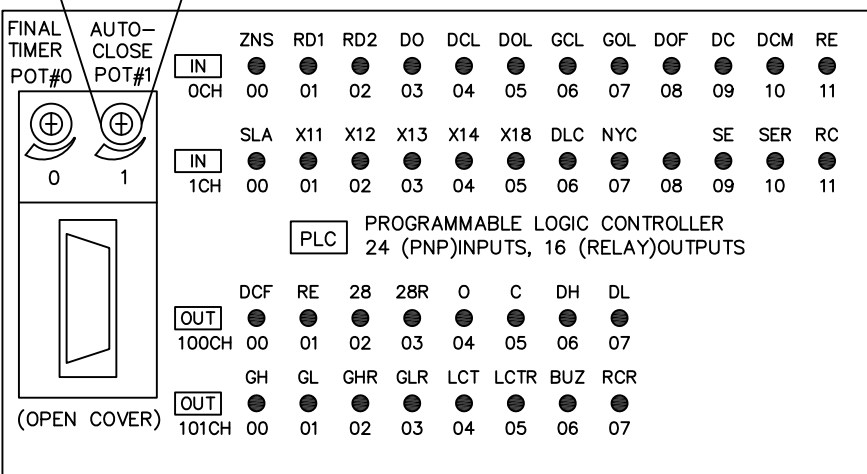
AUTO-CLOSE (POT#1)
SLOWLY INCREMENT POT#1 TO DESIRED POSITION FOR AUTO-CLOSE TIME. WITH EACH INCREMENT BUZ OUTPUT [101CH 6] FLASHES ONCE. STD OPERATION ONLY. SEE ELEVATOR CONTROL FOR SLA AUTO-CLOSE.

OPEN & CLOSE DIRECTION TIME-OUT (POT#0)
DOOR FINAL POSITION MOTOR SHUT-OFF
POT #0 = FINAL TIME-OUT SETTING
Note: Factory set to shut off motors 3 seconds after both door and gate go into slow-down. Should be adjusted to give enough time to open and close fully with an additional 1 second to stall.

AUTO-CLOSE (POT#1)
STD OPERATION ONLY!

- SET AUTOMATIC TIME CLOSING:
- TURN POT#1 FULLY COUNTER-CLOCKWISE = OFF (DEFAULT, NO AUTO-CLOSE)
 - TURN POT#1 FULLY CLOCKWISE = 5 minutes (MAXIMUM TIME)
 - FROM FULLY COUNTER-CLOCKWISE POSITION: TURN POT#1 SLOWLY UNTIL BUZ Output [101CH 06] FLASHES ONCE (2ND INCREMENT). AT THIS POSITION TIMER IS SET AT 15 SECONDS.
 - SLOWLY INCREMENT POT#1 TO DESIRED POSITION FOR AUTO-CLOSE TIME. WITH EACH INCREMENT BUZ OUTPUT [101CH 06] FLASHES ONCE.

- REMOVING AUTOMATIC TIME CLOSING:
- TURN POT#1 FULLY COUNTER-CLOCKWISE. BUZ Output [101CH 06] FLASHES TWICE. AUTO-CLOSE IS TURNED OFF.



NOTES:

----- EXTERNAL WIRE -----
_____ INTERNAL WIRE _____

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- ⊙ TERMINAL CONNECTION ON DOOR CONTROLLER
- ⊙ COMPONENT TERMINAL CONNECTIONS
- ⊗ I/O TERMINAL CONNECTION ON PLC
- CAR AND HALL PUSH BUTTONS BY OTHERS

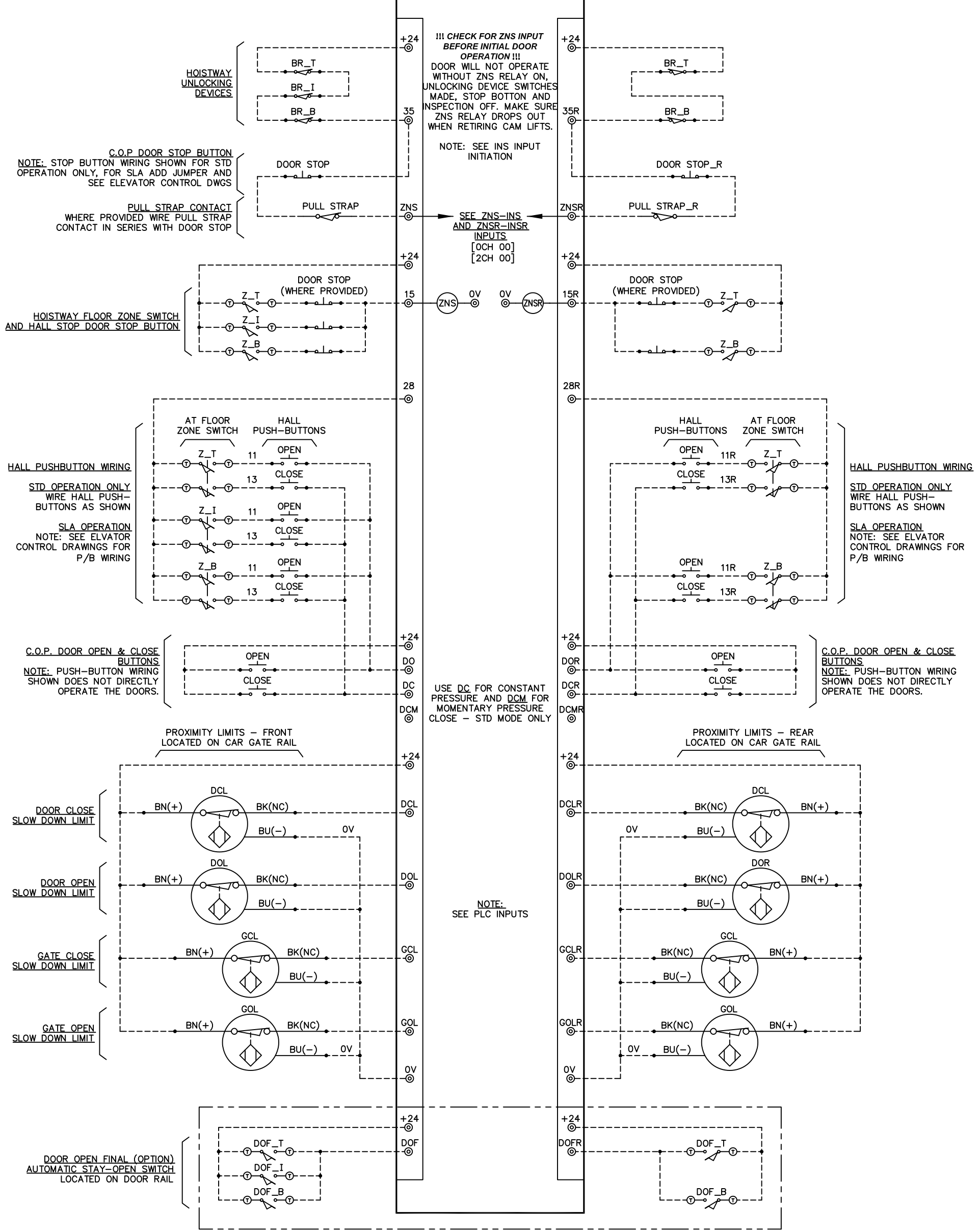
ROUTING	
QTY	DEPARTMENT
	MANUFACTURED PARTS
	SPECIAL PARTS
	DOORS / GATES / CABS
	RAILS
1	ELECTRICAL
	STOCKROOM
	FINAL ASSEMBLY
	SHIPPING
1	SHOP FIELD FOLDER
1	CUSTOMER F&D

PEELLE CONTROLLER MANUFACTURED FOR NEMA 1 RATED MACHINE ROOM.

ITEM	QTY	PRT/MAT	DESCRIPTION	LG/SHEAR
<small>Freight Elevator Doors Since 1905</small> The Peelle Company <small>We still service equipment we built 50 years ago</small>				
TITLE			REV	SCALE
DOOR CONTROLLER			-	N/A
274201D PLC 2-SPEED DOUBLE LINE - STD AND SLA				3 OF 5
DATE			DRAWING	
DRAWN BY			SD	

FRONT DOORS AND GATES

REAR DOORS AND GATES




NOTES:

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ROUTING	
QTY	DEPARTMENT
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PEELLE CONTROLLER MANUFACTURED FOR NEMA 1 RATED MACHINE ROOM.

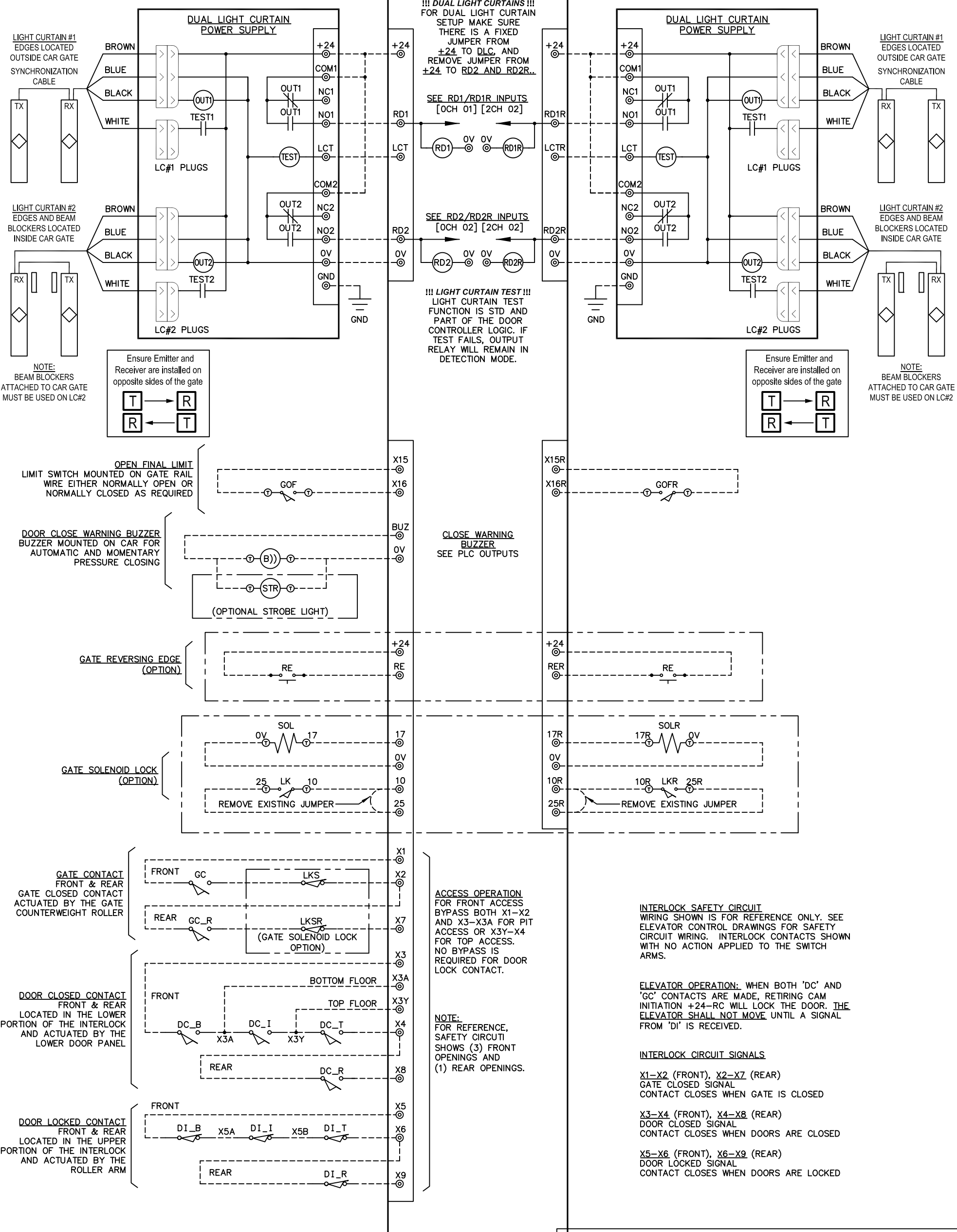
ITEM	QTY	PRT/MAT	DESCRIPTION	LG/SHEAR
<small>Freight Elevator Doors Since 1905</small>  The Peelle Company <small>We still service equipment we built 50 years ago</small>				
TITLE			REV	SHT
DOOR CONTROLLER			-	4 OF 5
274201D PLC 2-SPEED DOUBLE LINE - STD AND SLA			N/A	
DATE		DRAWING		
DRAWN BY		SD		

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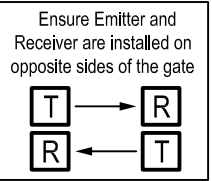
!!! DUAL LIGHT CURTAINS !!!
FOR DUAL LIGHT CURTAIN
SETUP MAKE SURE
THERE IS A FIXED
JUMPER FROM
QV TO DLC.

FRONT LINE WIRING

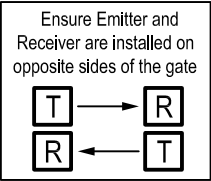
REAR LINE WIRING



NOTE:
BEAM BLOCKERS
ATTACHED TO CAR GATE
MUST BE USED ON LC#2

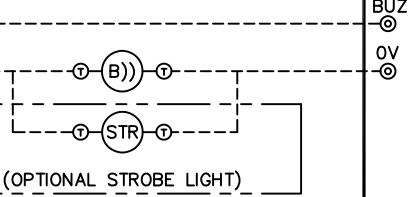
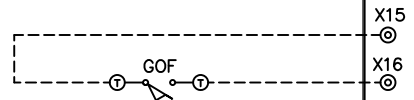


NOTE:
BEAM BLOCKERS
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MUST BE USED ON LC#2

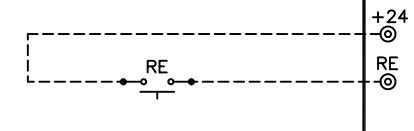


OPEN FINAL LIMIT
LIMIT SWITCH MOUNTED ON GATE RAIL
WIRE EITHER NORMALLY OPEN OR
NORMALLY CLOSED AS REQUIRED

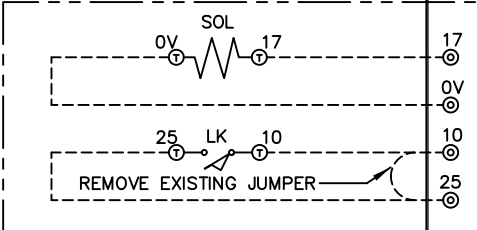
DOOR CLOSE WARNING BUZZER
BUZZER MOUNTED ON CAR FOR
AUTOMATIC AND MOMENTARY
PRESSURE CLOSING



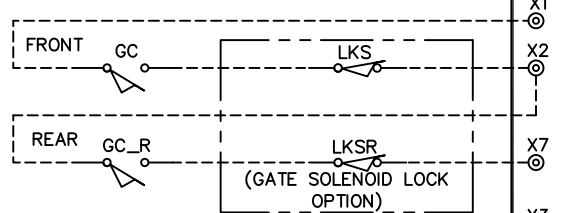
GATE REVERSING EDGE
(OPTION)



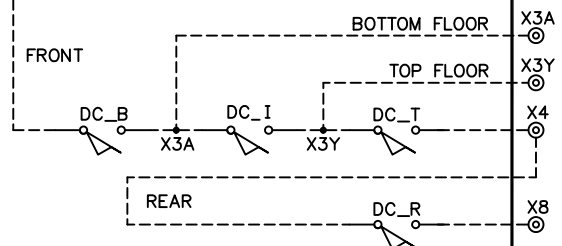
GATE SOLENOID LOCK
(OPTION)



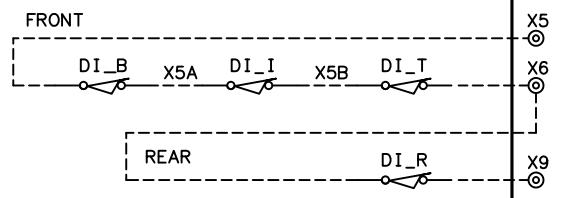
GATE CONTACT
FRONT & REAR
GATE CLOSED CONTACT
ACTUATED BY THE GATE
COUNTERWEIGHT ROLLER



DOOR CLOSED CONTACT
FRONT & REAR
LOCATED IN THE LOWER
PORTION OF THE INTERLOCK
AND ACTUATED BY THE
LOWER DOOR PANEL



DOOR LOCKED CONTACT
FRONT & REAR
LOCATED IN THE UPPER
PORTION OF THE INTERLOCK
AND ACTUATED BY THE
ROLLER ARM



ACCESS OPERATION
FOR FRONT ACCESS
BYPASS BOTH X1-X2
AND X3-X3A FOR PIT
ACCESS OR X3Y-X4
FOR TOP ACCESS.
NO BYPASS IS
REQUIRED FOR DOOR
LOCK CONTACT.

NOTE:
FOR REFERENCE,
SAFETY CIRCUIT
SHOWS (3) FRONT
OPENINGS AND
(1) REAR OPENINGS.

INTERLOCK SAFETY CIRCUIT
WIRING SHOWN IS FOR REFERENCE ONLY. SEE
ELEVATOR CONTROL DRAWINGS FOR SAFETY
CIRCUIT WIRING. INTERLOCK CONTACTS SHOWN
WITH NO ACTION APPLIED TO THE SWITCH
ARMS.

ELEVATOR OPERATION: WHEN BOTH 'DC' AND
'GC' CONTACTS ARE MADE, RETIRING CAM
INITIATION +24-RC WILL LOCK THE DOOR. THE
ELEVATOR SHALL NOT MOVE UNTIL A SIGNAL
FROM 'DI' IS RECEIVED.

INTERLOCK CIRCUIT SIGNALS
X1-X2 (FRONT), X2-X7 (REAR)
GATE CLOSED SIGNAL
CONTACT CLOSING WHEN GATE IS CLOSED
X3-X4 (FRONT), X4-X8 (REAR)
DOOR CLOSED SIGNAL
CONTACT CLOSING WHEN DOORS ARE CLOSED
X5-X6 (FRONT), X6-X9 (REAR)
DOOR LOCKED SIGNAL
CONTACT CLOSING WHEN DOORS ARE LOCKED

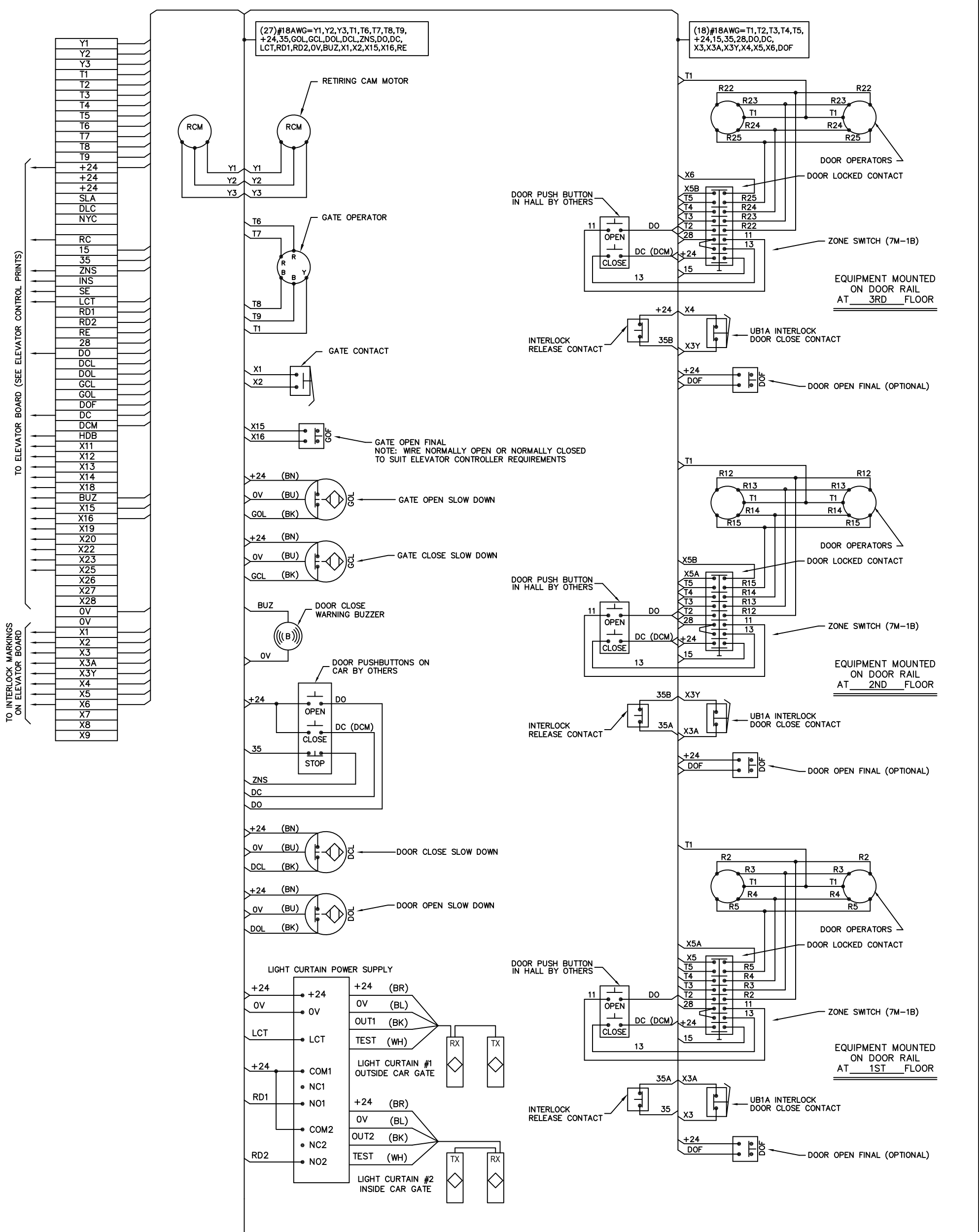
PEELLE CONTROLLER MANUFACTURED
FOR NEMA 1 RATED MACHINE ROOM.

ROUTING	
QTY	DEPARTMENT
	MANUFACTURED PARTS
	SPECIAL PARTS
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	RAILS
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	STOCKROOM
	FINAL ASSEMBLY
	SHIPPING
1	SHOP FIELD FOLDER
1	CUSTOMER F&D

ITEM	QTY	PRT/MAT	DESCRIPTION	LG/SHEAR
The Peelle Company <small>We still service equipment we built 50 years ago</small>				
TITLE			REV	SHT
DOOR CONTROLLER			-	5 OF 5
274201D PLC 2-SPEED DOUBLE LINE - STD AND SLA				
DATE			DRAWING	
DRAWN BY			SD	

- NOTES:
- EXTERNAL WIRE -----
 - INTERNAL WIRE ————
 - 1. ALL LIMIT SWITCHES AND CONTACTS SHOWN WITH NO ACTION APPLIED
 - 2. ⊙ TERMINAL CONNECTION ON DOOR CONTROLLER
 - 3. ⊕ COMPONENT TERMINAL CONNECTIONS
 - 4. ⊗ I/O TERMINAL CONNECTION ON PLC
 - 5. CAR AND HALL PUSH BUTTONS BY OTHERS


274201D CONTROLLER – DOUBLE LINE – FRONT
 NOTE: FOR REAR LINE WIRING SEE HW- 2 OF 2



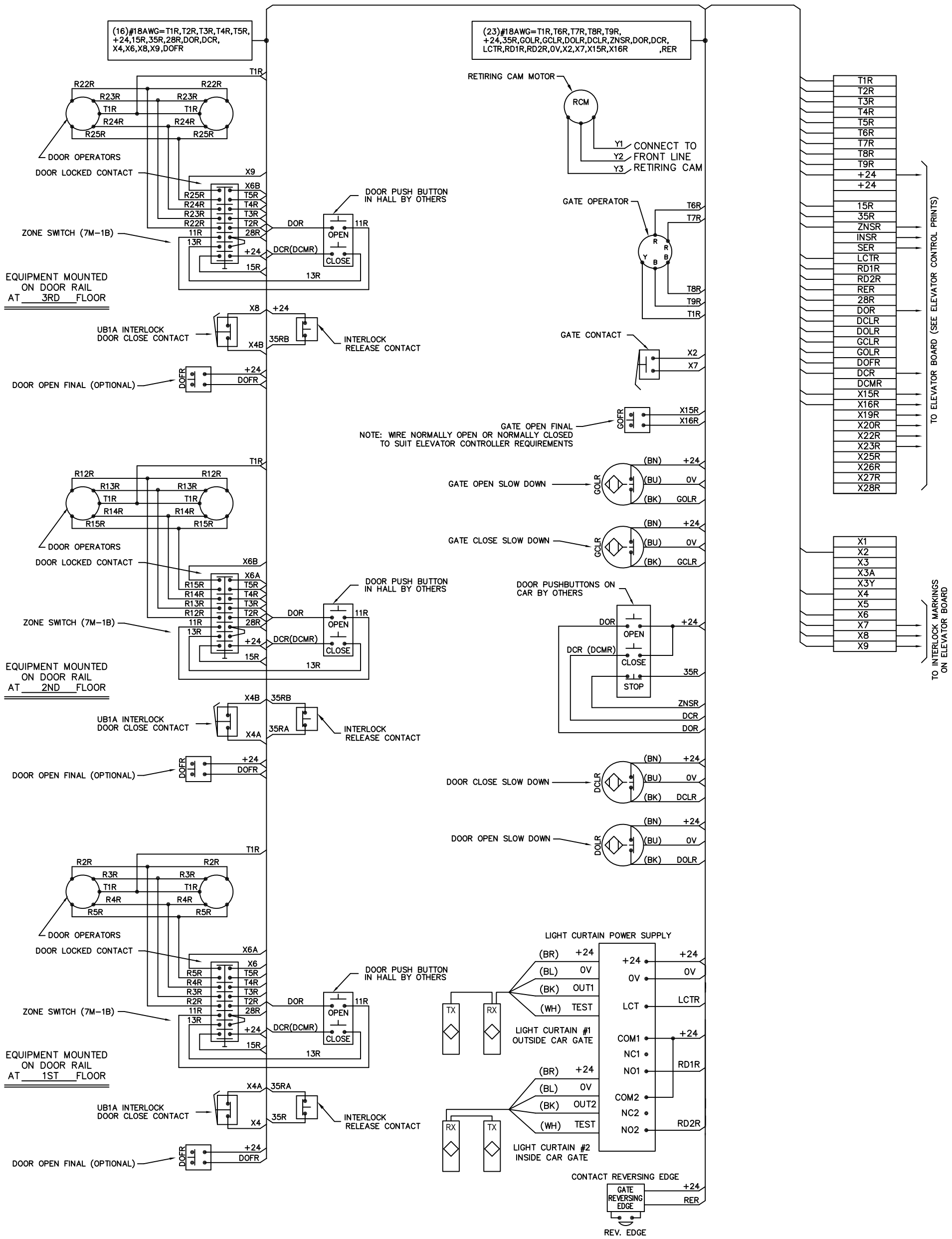
NOTE:
 STD OPERATION
 WIRE ALL DEVICES AS SHOWN.
 SLA OPERATION
 SEE ELEVATOR PRINTS FOR
 PUSH-BUTTON WIRING. SEE
 ELEVATOR PRINTS FOR PANEL
 TO PANEL CONNECTIONS.

ROUTING	
QTY	DEPARTMENT
	MANUFACTURED PARTS
	SPECIAL PARTS
	DOORS / GATES / CABS
	RAILS
1	ELECTRICAL
	STOCKROOM
	FINAL ASSEMBLY
	SHIPPING
1	SHOP FIELD FOLDER
1	CUSTOMER F&D

PEELLE CONTROLLER MANUFACTURED FOR NEMA 1 RATED MACHINE ROOM.

ITEM	QTY	PRT/MAT	DESCRIPTION	LG/SHEAR
<i>Freight Elevator Doors Since 1905</i>  The Peelle Company <i>We still service equipment we built 50 years ago</i>				
TITLE			REV	SHT
HOISTWAY WIRING				
274201D DOUBLE LINE				
FRONT OPENINGS			N/A	1 OF 2
DATE			DRAWING	
DRAWN BY			HW-	

274201D CONTROLLER – DOUBLE LINE – REAR




NOTE: WIRE NORMALLY OPEN OR NORMALLY CLOSED TO SUIT ELEVATOR CONTROLLER REQUIREMENTS

NOTE:
STD OPERATION
 WIRE ALL DEVICES AS SHOWN.
SLA OPERATION
 SEE ELEVATOR PRINTS FOR PUSH-BUTTON WIRING. SEE ELEVATOR PRINTS FOR PANEL TO PANEL CONNECTIONS.

ROUTING	
QTY	DEPARTMENT
	MANUFACTURED PARTS
	SPECIAL PARTS
	DOORS / GATES / CABS
	RAILS
1	ELECTRICAL
	STOCKROOM
	FINAL ASSEMBLY
	SHIPPING
1	SHOP FIELD FOLDER
1	CUSTOMER F&D

PEELLE CONTROLLER MANUFACTURED FOR NEMA 1 RATED MACHINE ROOM.

ITEM	QTY	PRT/MAT	DESCRIPTION	LG/SHEAR
<i>Freight Elevator Doors Since 1905</i>  The Peelle Company <i>We still service equipment we built 50 years ago</i>				
TITLE			REV	SHT
HOISTWAY WIRING				
274201D DOUBLE LINE				
REAR OPENINGS			N/A	2 OF 2
DATE			DRAWING	
DRAWN BY			HW-	